

1.0 INTRODUCTION

1.1 Project Background and Purpose of the SEIR/SEIS

1.1.1 Project Background

On June 29, 2007, Southern California Edison (SCE) submitted Application No. A.07-06-031 to the California Public Utilities Commission (CPUC) for a Certificate of Public Convenience and Necessity (CPCN) for the construction and operation of the proposed Tehachapi Renewable Transmission Project (TRTP or Project). Because the Project traverses approximately 42 miles of National Forest System (NFS) lands, SCE also filed an application for a Special Use authorization with the United States Department of Agriculture (USDA) Forest Service (Forest Service) on June 29, 2007, seeking permission for construction, operation, and maintenance of the Project on NFS lands in the Angeles National Forest (ANF). The TRTP includes new and upgraded transmission infrastructure along approximately 173 miles of new and existing rights-of-way (ROW) in southern Kern County, portions of Los Angeles County, including the ANF, and the southwestern portion of San Bernardino County, California, to interconnect new wind energy projects in eastern Kern County to the electrical grid. The Project will provide the electrical facilities necessary to integrate new wind generation in excess of 700 megawatts (MW) and up to approximately 4,500 MW located in the Tehachapi Wind Resource Area (TWRA), and strengthen the overall reliability of the electrical grid in Southern California.

In reviewing SCE's application, the CPUC, as the State Lead Agency responsible for compliance with the California Environmental Quality Act (CEQA), and the Forest Service, as the Federal Lead Agency responsible for compliance with the National Environmental Policy Act (NEPA), determined that the Project could cause a significant adverse effect on the environment and agreed to prepare a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS). The CPUC filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research on August 31, 2007, (SCH# 2007081156) to indicate that a Draft EIR/EIS would be prepared. The Forest Service issued a Notice of Intent (NOI), which was published in the *Federal Register* on September 7, 2007 (FR Vol. 72, No. 173, p. 51404). The Draft EIR/EIS was prepared and distributed in February 2009 for public review and comment in accordance with CEQA (State CEQA Guidelines §15087) and NEPA (40 CFR 1506.9 and 1506.10).

Responses to substantive comments received on the Draft EIR/EIS were prepared by the lead agencies in preparation of the Final EIR/EIS. However, on August 26, 2009, the Station Fire started in the ANF and became the largest in the history of Los Angeles County. The fire caused widespread damage and burned most of the proposed TRTP transmission alignments through the ANF (i.e., Segments 6 and 11). As a result, the Forest Service decided to prepare a Supplemental Draft EIS to re-evaluate the Project's effects in light of the changed conditions caused by the Station Fire. These changed conditions did not necessitate the preparation of a supplemental EIR under CEQA.¹ As a result, the process to prepare a joint Final EIR/EIS document was discontinued and the two agencies proceeded to independently complete CEQA and NEPA requirements. The CPUC published a Final EIR for the Project on October 30, 2009. The Final EIR was certified and a CPCN was granted by the CPUC (Decision 09-12-044, SCH #2007081156) on December 24, 2009 (CPUC, 2009b). The Forest Service prepared a Supplemental Draft EIS, which was completed on April 30, 2010. The Final EIS, which incorporates the analysis of the Station Fire from the Supplemental Draft EIS, was released

¹ See the Final EIR for an explanation of applicable CEQA requirements and the CPUC's rationale for not requiring supplemental environmental analysis of the TRTP after the Station Fire (Final EIR Volume 7, Appendix L). Available online at: ftp://ftp.cpuc.ca.gov/gopher-data/envIRON/tehachapi_renewables/TRTP.htm.

September 14, 2010. The Forest Service issued a Record of Decision (ROD) on the TRTP on October 4, 2010. The Project, as approved, includes a combination of Alternative 2 (SCE's Proposed Project), Alternative 3 (West Lancaster Alternative), Alternative 6 (Maximum Helicopter Construction in the ANF), and Alternative 7 (66-kV Subtransmission), and is referred to herein as the Approved Project, Project, or TRTP for simplicity. Please refer to the CPUC's Tehachapi Renewable Transmission Project website for all project-related documents:

ftp://ftp.cpuc.ca.gov/gopher-data/enviro/tehachapi_renewables/TRTP.htm.

SCE has since constructed portions of the Approved Project and completed final engineering on other portions of the TRTP. In compliance with approved Mitigation Measure L-2b (*Aircraft flight path and safety provisions and consultations*), SCE has consulted with the Federal Aviation Administration (FAA) regarding the new transmission structures to be installed as part of the Approved Project. While Mitigation Measure L-2b required consultation with the FAA, the scope of the FAA's recommendations was not known prior to completion of the Final EIR or Final EIS and was not fully analyzed. Therefore, on October 17, 2011, SCE filed a Petition for Modification of Decision 09-12-044 to address implementation of the FAA's recommendations, including installation of marker balls on certain transmission line (T/L) spans, installation of aviation lights on certain transmission structures, and engineering refinements to lower certain structures within Segment 8 between Chino and Mira Loma Substations (SCE, 2011b) (Modified Project). (Note: The CPUC issued a construction stay for Segment 8A within the City of Chino Hills [Decision 11-11-020 (November 10, 2012), as modified by Decision 12-03-050 (March 22, 2012)], which per the July 12, 2012 ruling of the Assigned Commissioner will continue until the CPUC makes a final determination on undergrounding options; Segment 8A undergrounding options will undergo separate environmental review and are not the subject of this Supplemental EIR/EIS.)

1.1.2 Federal Aviation Administration Consultation Process

The FAA issues and enforces regulations related to air traffic control and the assignment and use of airspace. Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects affecting navigable airspace, including height limitations on structures taller than 200 feet or structures located within 20,000 feet (approximately 3.8 miles) of an airport. If structures will exceed the regulatory thresholds, the FAA requires notification. Mitigation Measure L-2b requires SCE to consult with the FAA by filing all necessary forms before construction.

In compliance with Mitigation Measure L-2b, SCE identified the structures and catenaries (wire spans) that met the FAA reporting thresholds and submitted a Form 7460-1 for each. Form 7460-1 (Notice of Proposed Construction or Alteration) is the primary form used by the FAA to conduct an aeronautical study on a proposed structure to ascertain whether it presents a potential hazard to air navigation or could negatively impact the operational procedures of a nearby airport. Because the FAA prefers that final engineering for a given structure be completed prior to filing a FAA Form 7460-1 to ensure adequate, specific information regarding the structure height and location, SCE filed this form after completing final engineering of the Approved Project. In response, the FAA issued determinations recommending the installation of marker balls on certain T/L spans and aviation lights on certain transmission structures, as described below in Section 1.4.

FAA determinations generally apply for an 18-month period. If a structure has not been constructed within 18 months of a determination, the determination expires, and a project proponent must submit a new Form 7460-1.

The FAA determinations are generally understood to be advisory. (See FAA Advisory Circular 70/7460.2K Section 6(h) [FAA, 2000] which states that an FAA determination "should not be construed as an approval or

disapproval of the project”; See *Aircraft Owners and Pilots Association, Petitioner, v. Federal Aviation Administration, Respondent*, 600 F.2d 965, 966-67 (D.C. Cir. 1979) which states “Once issued, a hazard/no-hazard determination has no enforceable legal effect.) The FAA is not empowered to prohibit or limit proposed construction it deems dangerous to navigation. Nevertheless, the ruling has practical impact. The Federal Communications Commission, for example, considers the FAA’s classification in granting permits for the construction of broadcast towers. 47 CFR 17.4 (1978). The ruling may also affect the ability of a sponsor proposing construction to acquire insurance or to secure financing. Primarily, however, the determination promotes air safety through ‘moral suasion’ by encouraging the voluntary cooperation of sponsors of potentially hazardous structures. *Air Line Pilots’ Association International v. FAA*, 446 F.2d 236, 240 (5th Cir. 1971).” (Justia.com, 2012)

1.1.3 Purpose of the SEIR/SEIS

This Supplemental EIR/EIS (SEIR/SEIS) for the TRTP has been prepared to inform the public of changes to the Project and the associated environmental impacts resulting from the Modified Project, as well as to meet the needs of the State and federal agencies that will issue permits or other approvals for the Project, as required by CEQA and NEPA.

Per State CEQA Guidelines §15162(a), when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Per State CEQA Guidelines §15163(a), the Lead Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- (1) Any of the conditions described in §15162 would require the preparation of a subsequent EIR, and
- (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The CPUC has determined that the changes to the Project recommended by the FAA, as described by SCE in the Petition for Modification of Decision 09-12-044 would result in new or substantially different impacts than disclosed in the Final EIR. However, because only minor additions and changes are necessary to make the previous EIR adequate, the CPUC has determined that this SEIR is the appropriate environmental document.

Per State CEQA Guidelines §15163(b), the supplement to an EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

Per 40 CFR 1502.9(c)(1), the NEPA Lead Agency shall prepare supplements to either draft or final environmental impact statements if:

- (1) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or
- (2) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

The Forest Service, as the NEPA Lead Agency, has determined that the proposed changes to the Approved Project would have the potential to result in a substantial change in the environmental impacts disclosed in the Final EIS, and has determined that a SEIS is required. Per 40 CFR 1502.2(b), NEPA states that “there shall be only brief discussion of other than significant issues,” and “there should be only enough discussion to show why more study is not warranted” in a supplement to an EIS.

The Forest Service and the CPUC are co-lead agencies for purposes of this joint SEIR/SEIS. This SEIR/SEIS describes the following: the Modified Project; the reason(s) why a supplement is being prepared; a summary and reference to valid parts of the Final EIR and Final EIS; and changes to impacts analyzed in the Final EIR and Final EIS, as well as any new impacts resulting from project changes to be implemented based on the FAA’s recommendations.

1.1.4 Public Noticing Requirements

Per State CEQA Guidelines §15087, noticing and public review of a SEIR must be given in the same manner as the previously circulated draft EIR, but may be circulated by itself without recirculating the previous draft or final EIR (State CEQA Guidelines §§15163(c), (d)). Per 40 CFR 1502.9(c)(4), the Forest Service must prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement. Accordingly, notice of this SEIR/SEIS will be provided to all organizations and individuals who previously requested notice in writing and by at least one of the methods specified in State CEQA Guidelines §15087(a) (i.e., publication in a newspaper of general circulation, posting, and/or direct mailing to neighboring property owners). All of the noticing procedures set forth in State CEQA Guidelines §15087 for circulation of a draft EIR will be complied with for the SEIR/SEIS. Additionally, the CPUC and Forest Service will provide notice to every agency, person, or organization that commented on the original EIR/EIS (including the Draft EIR/EIS and Draft SEIS).

The CPUC and Forest Service are circulating the SEIR/SEIS by itself without recirculating the previous Draft EIR/EIS, Final EIR, or Final EIS and request that comments be submitted only on the SEIR/SEIS (State CEQA Guidelines §15163(d)).

1.1.5 Public Review Period Requirements

The review period for the Draft SEIR/SEIS should be the same as the review period of the originally circulated EIR (State CEQA Guidelines §§15105 and 15163(c)). In the case of an EIR submitted to the State Clearinghouse for review by State agencies, the review period must be at least 45 days (State CEQA Guidelines §15105(a)). Per 40 CFR 1502.9(c)(4), the Forest Service shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement. Therefore, the review period for the Draft SEIR/SEIS is 45 days as discussed in Section 1.2.2, Draft SEIR/SEIS Environmental Review Process.

1.2 Overview of the Environmental Review Process

1.2.1 Background on the Project's Environmental Review Process

The public involvement milestones associated with the environmental review process for the TRTP are described below.

Scoping Process. As required by State CEQA Guidelines §15082, the CPUC issued a NOP on August 31, 2007 (SCH# 2007081156). The Forest Service also issued a NOI to prepare an EIS for the proposed Project, which was published in the *Federal Register* on September 7, 2007. Nine public scoping meetings were held at seven locations to present information on the Project and to take public comments on the scope and content of the EIR/EIS, as well as alternatives and mitigation measures to be considered. Additionally, a public meeting was held on January 17, 2008, in Brea, California, after the public comment period, to discuss potential alternatives to the Chino Hills Route Alternative (Alternative 4).

Draft EIR/EIS Public Review Process. The CPUC and Forest Service published the Draft EIR/EIS for the TRTP on February 13, 2009 (CPUC/Forest Service, 2009), and filed a Notice of Completion (NOC) with the State Clearinghouse commencing a 45-day public review period. A Notice of Availability (NOA) was distributed and posted for a 30-day period with the Clerk's Office in the affected counties (Los Angeles, Kern, San Bernardino, and Orange). In addition, public advertisements of the NOA and public meetings were placed in 16 local and regional newspapers. The Forest Service also published a notice regarding the availability of the Draft EIR/EIS in the *Federal Register* on February 20, 2009.

Draft EIR/EIS Informational Workshops and Public Hearings/Meetings. Three public informational workshops (March 18, 2009 – Palmdale; March 19, 2009 – Chino Hills; March 24, 2009 – Pasadena), two public meetings (March 18, 2009 – Palmdale; March 24, 2009 – Pasadena), and one formal Public Participation Hearing (March 19, 2009 – Chino Hills) were held during the public review period for the Draft EIR/EIS.

Final EIR. The Final EIR was published on October 30, 2009 (CPUC, 2009a). Per the requirements of CEQA (California Public Resources Code §21092.5 and State CEQA Guidelines §15089), the CPUC provided a response to each public agency, organization, and individual that commented on the Draft EIR/EIS.

Certificate of Public Convenience and Necessity (CPCN). A CPCN for the TRTP was granted by the CPUC (Decision 09-12-044, SCH #2007081156) on December 17, 2009 (CPUC, 2009b). Construction started in April 2010; however, the CPUC has issued a construction stay for Segment 8A within the City of Chino Hills (Decision 11-11-020, as modified by Decision 12-03-050), which per the July 12, 2012, ruling of the Assigned Commissioner will continue until the CPUC makes a final determination on undergrounding options.

Supplemental Draft EIS. As a result of the 2009 Station Fire, which caused widespread damage and burned most of the proposed TRTP transmission alignments through the ANF (i.e., Segments 6 and 11), the Forest Service prepared a Supplemental Draft EIS to re-evaluate the project's effects in light of the changed conditions caused by the Station Fire. The Forest Service released the Supplemental Draft EIS on April 30, 2010 (Forest Service, 2010a), providing a 46-day public review period, which ended on June 14, 2010.

Final EIS. The Final EIS was published on September 14, 2010 (Forest Service, 2010b). Responses were provided to each public agency, organization, and individual that commented on the Draft EIR/EIS and Supplemental Draft EIS. The Final EIS contains much of the same content as the Final EIR; however, information and analysis that did not changed substantively from the Final EIR was not reproduced in the Final EIS, particularly information about conditions and impacts on non-federal lands.

Record of Decision. In accordance with NEPA requirements (40 CFR 1505.2), the Forest Service issued a ROD on the TRTP on October 4, 2010, granting SCE the necessary Special Use authorizations for the construction, operation, and maintenance of the TRTP. The ROD includes several amendments to the 2005 ANF Land Management Plan (Forest Plan), which provides project-specific exceptions to the Forest Plan.

1.2.2 Draft Supplemental EIR/EIS Environmental Review Process

Publication of this Draft SEIR/SEIS commences a 45-day public review period (State CEQA Guidelines §§15163(c), 15087(e), 15105(a)), during which the lead agencies will accept comments on the Draft SEIR/SEIS. The lead agencies request that the public comment on only the new information presented in this Draft SEIR/SEIS.

1.2.3 Availability of the SEIR/SEIS

The Draft SEIR/SEIS is available for review at the repositories listed below, the CPUC's office (505 Van Ness Avenue San Francisco, CA 94102), and on the Project website at:

ftp://ftp.cpuc.ca.gov/gopher-data/envIRON/tehachapi_renewables/TRTP.htm

Copies (on CD/DVD) of the Draft SEIR/SEIS may be requested by email at trtpsappeir-eis@aspeneg.com.

Table 1-1. Public Repository Sites

Repository Site	Address	Telephone
USDA Forest Service, Angeles National Forest		
ANF Supervisor's Office	701 N. Santa Anita Ave., Arcadia, CA 91006	626-574-5200
Santa Clara/Mojave Rivers Ranger District	28245 Avenue Crocker, Suite 220, Valencia, CA 91355	661-296-9710
Los Angeles River Ranger District	12371 N. Little Tujunga Canyon Rd., San Fernando, CA 91342	818-899-1900
San Gabriel River Ranger District	110 N. Wabash Ave., Glendora, CA 91741	626-335-1251
Public Libraries		
Arcadia Library	20 West Duarte Rd., Arcadia, CA 91006	626-821-5567
Azusa City Library	729 N. Dalton Ave., Azusa, CA 91702	626-812-5232
Baldwin Park Library	4181 Baldwin Park Blvd., Baldwin Park, CA 91706	626-962-6947
Diamond Bar Library	1061 S. Grand Ave., Diamond Bar, CA 91765	909-861-4978
Duarte Public Library	1301 Buena Vista St., Duarte, CA 91010	626-358-1865
El Monte Library	3224 Tyler Ave., El Monte, CA 91731	626-444-9506
Irwindale Public Library	5050 N. Irwindale Ave., Irwindale, CA 91706	626-430-2229
James S. Thalman Chino Hills Branch Library	14020 City Center Dr., Chino Hills, CA 91709	909-590-5380
La Cañada Flintridge Library	4545 N. Oakwood Ave., La Cañada Flintridge, CA 91011	818-790-3330
Lancaster Public Library	601 W. Lancaster Blvd., Lancaster, CA 93534	661-948-5029
Monrovia Public Library	843 E. Olive Ave., Monrovia, CA 91016	626-256-8274
Montebello Library	1550 W. Beverly Blvd., Montebello, CA 90640	323-722-6551
Monterey Park Bruggemeyer Library	318 S. Ramona Ave., Monterey Park, CA 91754	626-307-1368
Ontario Main Library	215 East "C" St., Ontario, CA 91764	909-395-2004
Palmdale City Library	700 E. Palmdale Blvd., Palmdale, CA 93550	616-267-5600
Pasadena Central Library	285 E. Walnut St., Pasadena, CA 91101	626-744-4066
Pico Rivera Library	9001 Mines Ave., Pico Rivera, CA 90660	562-942-7394
Rosemead Library	8800 Valley Blvd., Rosemead, CA 91770	626-573-5220
San Gabriel Public Library	500 S. Del Mar Ave., San Gabriel, CA 91776	626-287-0761
San Marino (Crowell) Public Library	1890 Huntington Dr., San Marino, CA 91108	626-300-0777
South El Monte Library	1430 N. Central Ave., South El Monte, CA 91733	626-443-4158

Table 1-1. Public Repository Sites

Repository Site	Address	Telephone
Temple City Library	5939 Golden West Ave., Temple City, CA 91780	626-285-2136
Whittier Central Library	7344 S. Washington Ave., Whittier, CA 90602	562-464-3450
SCE Service Centers		
Antelope Service Center	42060 10 th St. West, Lancaster, CA 93534	661-726-5608
Tehachapi Service Center	421 W. "J" St., Tehachapi, CA 93561	661-726-5608
Whittier Service Center	9901 Geary Ave., Santa Fe Springs, CA 90670	562-903-3106
Monrovia Service Center	1440 S. California Ave., Monrovia, CA 91016	626-303-8429
Covina Service Center	800 W. Cienega Ave., San Dimas, CA 91773	909-592-3758
Ontario Service Center	1351 E. Francis St., Ontario, CA 91761	909-930-8501
Montebello Service Center	1000 E. Potrero Grande Dr., Monterey Park, 91755	323-720-5213
Redlands Service Center	287 Tennessee St., Redlands, CA 92373	909-307-6726

1.3 Overview of the Approved Project

The Project, as currently approved by the CPUC (i.e., Approved Project), includes new and upgraded transmission infrastructure along approximately 173 miles of new and existing ROW from the TWRA in southern Kern County south through Los Angeles County and the ANF and east to the existing Mira Loma Substation in Ontario, San Bernardino County, California. The major components of the Approved Project have been separated into eight distinct segments (Segments 4 through 11), as shown in Figure 1.3-1. Under separate application to the CPUC, SCE previously requested approval for Segments 1, 2, and 3 of the Antelope Transmission Project. The major components of the Project are as follows²:

- Two new single-circuit 220-kilovolt (kV) T/Ls traveling in parallel approximately 4 miles over new right-of-way (ROW) from the Cottonwind Substation (not part of Project) to the proposed new Whirlwind Substation (Segment 4 - 220 kV).³
- A new single-circuit 500-kV T/L initially energized to 220 kV, traveling approximately 16.0 miles over new ROW from the proposed new Whirlwind Substation to the existing Antelope Substation (Segment 4 - 500 kV).
- Replace approximately 17.4 miles of the existing Antelope-Vincent 220-kV T/L and the existing Antelope-Mesa 220-kV T/L with one new T/L built to 500-kV standards in existing ROW between the existing Antelope Substation and the existing Vincent Substation (Segment 5).
- Rebuild approximately 31.9 miles of existing 220-kV T/L to 500-kV standards from existing Vincent Substation to the southern boundary of the ANF. This segment includes the rebuild of approximately 26.9 miles of the existing Antelope-Mesa 220-kV T/L and approximately 5 miles of the existing Rio Hondo-Vincent 220-kV No. 2 T/L (Segment 6).
- Rebuild approximately 15.8 miles of existing 220-kV T/L to 500-kV standards from the southern boundary of the ANF to the existing Mesa Substation. This segment would replace the existing Antelope-Mesa 220-kV T/L (Segment 7).
- Rebuild approximately 33 miles of existing 220-kV T/L to 500-kV standards from a point approximately 2 miles east of the existing Mesa Substation (the "San Gabriel Junction") to the existing Mira Loma Substation (Segment 8A; the construction stay applies to portions within the City of Chino Hills). This segment would also include the rebuild of approximately 7 miles of the existing Chino-Mira Loma No. 1 line from single-circuit to double-circuit 220-kV structures (Segment 8B). A new circuit between Chino Substation and approximately 0.8 mile west of the Mira Loma

² See Section 2 of the Final EIR or Final EIS for a detailed description of the Approved Project, which includes a combination of Alternative 2 (SCE's Proposed Project), Alternative 3 (West Lancaster Alternative), Alternative 6 (Maximum Helicopter Construction in the ANF), and Alternative 7 (66-kV Subtransmission).

³ Since approval of the TRTP, the Cottonwind Substation has not been built; the two projects expected to connect to the Cottonwind Substation now connect directly to the Whirlwind Substation utilizing the two "Cottonwind-Whirlwind" positions. These positions are now energized with the Manzana Wind Power Project and the Pacific Wind Project. The two single-circuit 220-kV T/Ls approved as part of Segment 4 are no longer necessary and have not been built.

Substation (6.4 miles) would also be installed on the new double-circuit 500-kV structures built as part of Segment 8A (Segment 8C).

- Construct the Whirlwind Substation, a new 500/220-kV substation located near the intersection of 170th Street and Holiday Avenue in Kern County near the TWRA (Segment 9).
- Upgrade of the existing Antelope, Vincent, Mesa, Gould, and Mira Loma Substations to accommodate new T/L construction and system compensation elements (Segment 9).
- Build a new 500-kV T/L traveling approximately 16.8 miles over new ROW between the approved Windhub Substation (not part of this project) and the proposed new Whirlwind Substation (Segment 10).
- Rebuild approximately 18.7 miles of existing 220-kV T/L to 500-kV standards between the existing Vincent and Gould Substations. This segment would also include the addition of a new 220-kV circuit on the vacant side of the existing double-circuit structures of the Eagle Rock-Mesa 220-kV T/L, between the existing Gould Substation and the existing Mesa Substation (Segment 11).
- Installation of associated telecommunications infrastructure.

1.4 Overview of the Proposed Modifications (Modified Project)

As discussed above, upon completion of final engineering for various portions of the Approved Project, SCE identified the structures and catenaries (wire spans) that met the FAA's reporting thresholds and submitted Form 7460-1 for each (see Section 1.1.2 for an overview of the FAA's consultation process). In response, the FAA issued determinations recommending the installation of marker balls on certain T/L spans and aviation lights on certain transmission structures. All determinations from the FAA for the TRTP have been completed, and include the following recommendations:

- Installation of approximately 2,248 marker balls on 276 T/L spans
- Installation of aviation lights on 90 transmission structures

These modifications to the Approved Project (i.e., Modified Project) would occur within Segments 5, 6, 7, 8, 10 and 11. (Note: Construction of Segment 8A within the City of Chino Hills is stayed.)

Marker balls would primarily be installed utilizing a light-duty helicopter, although in limited circumstances installation of marker balls would occur with the use of a spacer cart. A spacer cart is a wheeled carrier manually installed on the ground wire, either by helicopter or crane, and allows a construction worker to travel along the ground wire to install the marker balls one at a time. The Modified Project would require a maximum of approximately 251 hours of helicopter activities per day (includes working and idle hours), which is ten more hours per day, or an estimated 4 percent increase, than the total number of hours estimated for the Approved Project (without the proposed modifications). (See Section 2, Project Description, Tables 2.3-2 and 2.3-3.)

Helicopter installation of marker balls requires staging at a landing zone where the helicopter can pick up a construction worker and a marker ball and travel to the installation location. Existing areas previously approved for helicopter support for the Project, such as roads, contractor/material yards, wire set-up sites, structure work areas, crane pads, staging areas, and general disturbance areas, would be used to support installation of equipment required by the FAA; therefore, no new helicopter landing zones or associated access roads would be required. As noted above, SCE would utilize a spacer cart to install marker balls in the rare circumstance that helicopter installation is considered infeasible, impractical, or unsafe. Use of this method is only anticipated by SCE to be needed in Segments 7 and 8, although no spans have currently been identified. If required, the spacer cart would be installed on the ground wire (sometimes referred to as the "shield wire") manually by installation crews, either by helicopter or by using a crane at a transmission structure location on an existing crane pad created during construction of the structure. A construction worker would use the installed spacer cart to travel along the ground wire to install the marker balls one at a time. Under this method, installation of marker balls would proceed at a rate of two to five marker balls per day per spacer cart team.

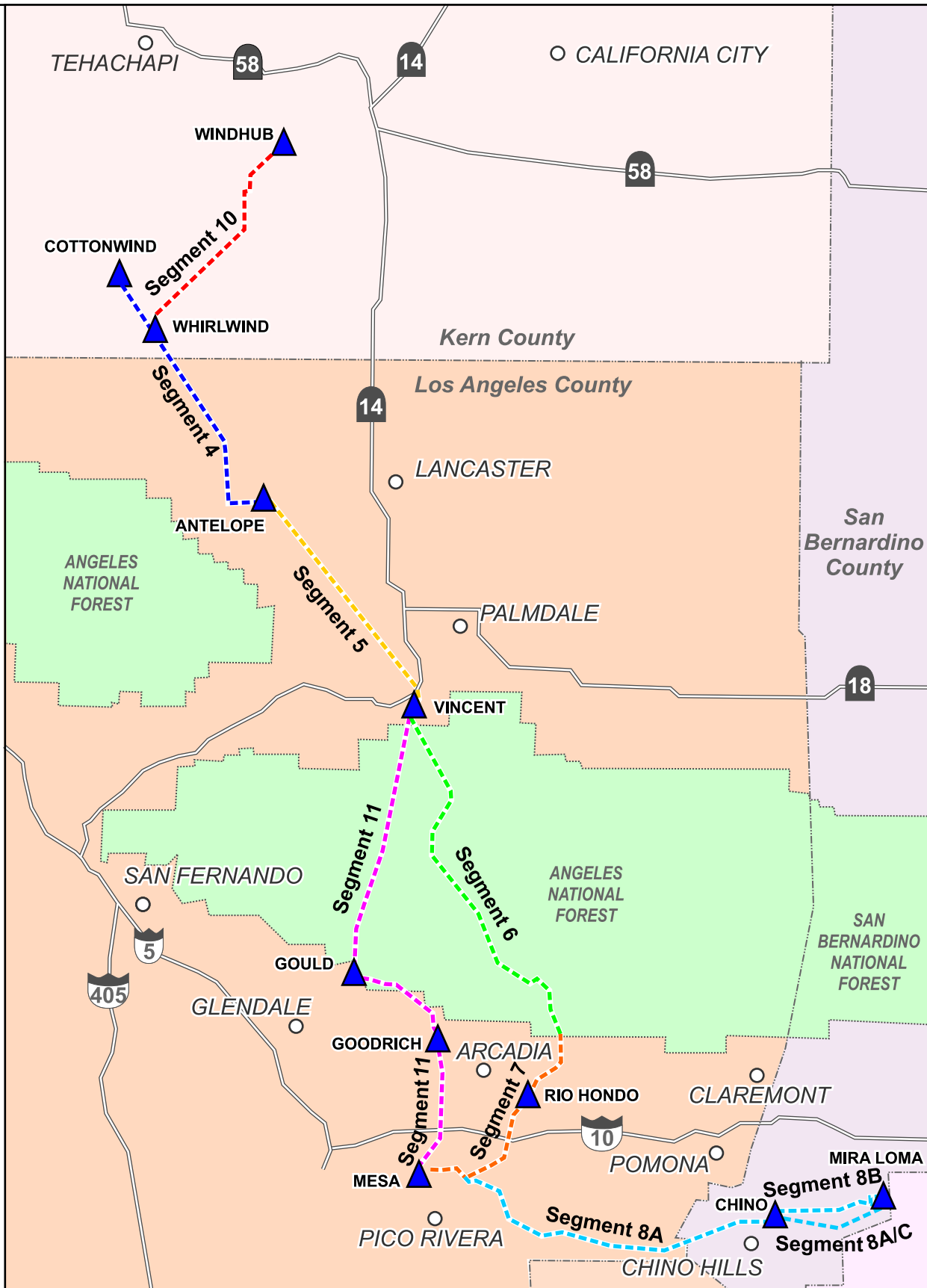


Figure 1.3-1
Map of Approved TRTP Project Route

In addition, based on FAA concerns that certain structures near the Chino Airport would interfere with the instrument approach procedure, SCE proposes the following engineering refinements in Segment 8, Phase 3, of TRTP (Note: Segment 8, Phase 3, was previously referred to as Segment 8A/8C in the Final EIR and Final EIS) between the Chino Substation in the City of Chino to the Mira Loma Substation in the City of Ontario:

- Reducing the height of 21 transmission structures by approximately 20 feet, which would require the replacement of seven tubular steel poles (TSPs) with specifically designed dead-end lattice steel towers (LSTs). (See Figure 2.5-2)

For purposes of the analysis in this SEIR/SEIS, all mitigation measures and Applicant-Proposed Measures (APMs) previously adopted in CPUC Decision 09-12-044 and the Forest Service's 2010 ROD for the TRTP are considered to be part of the Modified Project and will be implemented as necessary to reduce impacts. These measures are provided in Appendix C for reference.

1.5 Scope of the SEIR/SEIS

1.5.1 Public Notification of the SEIR/SEIS

The CPUC issued a Notice of Preparation (NOP) of a SEIR/SEIS on September 24, 2012 (see Appendix A.1). This notice was sent to over 4,000 agencies, organizations, residences, and interested parties utilizing the existing TRTP mailing list developed and maintained throughout the environmental review process (2007-2010), and updated to include a revised property owner list based on the latest Assessor's records (see Section 5.1.5 for additional details). The Forest Service published a Notice of Intent (NOI) to prepare a SEIR/SEIS in the *Federal Register* on September 26, 2012 (see Appendix A.1). The NOP was also published once in each of 16 local and regional newspapers between September 24-29, 2012 (see Appendix A.2).

Eleven comment letters were submitted by public agencies in response to the NOP and NOI (see Appendix A.3). Comments were received regarding air quality, biological resources, visual resources, noise, recreation, and safety (related to the use of helicopters). These comments have been addressed, where appropriate, in SEIR/SEIS Sections 4.2 through 4.6, as well as below in Section 1.5.2.

1.5.2 Resource Areas Not Addressed in the SEIR/SEIS

For the majority of the resource topics analyzed in the Final EIR or Final EIS, the CPUC and Forest Service have determined that the Modified Project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In accordance with CEQA Guidelines §15163(b), a supplemental EIR need contain only contain the information necessary to make the previous EIR adequate for the project as revised. Pursuant to CEQA Guidelines §15128, "[a]n EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

The following resource topics were previously addressed in the TRTP Final EIR and Final EIS, and the analyses have not changed as a result of the Modified Project. Therefore, no additional analysis is included in this SEIR/SEIS for these topics. As noted above, all APMs and mitigation measures referenced herein, which are part of the Approved Project and would be applicable to the Modified Project, are provided in Appendix C for reference.

1.5.2.1 Agricultural Resources

Installation of Marker Balls and Aviation Lights. Marker balls and aviation lights would be installed on T/Ls and transmission structures already analyzed in the Final EIR and Final EIS (no change in location) and would therefore not appreciably increase the amount of ground disturbance. Existing areas previously approved

for helicopter support for the project, such as roads, contractor/material yards, wire set-up sites, structure work areas, crane pads, staging areas, and general disturbance areas, would be used to support installation of equipment required by the FAA; therefore, no new helicopter landing zones or associated access roads would be required. As shown in Final EIR and Final EIS Table 3.2-3, the T/L alignment in areas where Project modifications would occur traverses no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within Segment 7 and only 3.49 miles within Segment 8; 1.5 miles of grazing lands (Segment 8A) and 9.68 miles of other agricultural lands (Segments 8A/8C and 8B) are also traversed by the alignment. No Williamson Act contract lands are within Segment 7 or 8. Furthermore, installation of marker balls and lights would also be subject to APMs AG-1 through AG-3 and Mitigation Measure AG-1 (*Coordinate construction activities with agricultural landowners*) (see Appendix C). APMs AG-1 through AG-3 require towers, roads, and pulling and splicing areas to be sited in locations that will minimize impacts to agricultural lands. Mitigation Measure AG-1 requires coordination with property owners of Farmland to determine construction scheduling, compensation for damages, and specifications for the restoration of disturbed land. It clarifies timing and reporting requirements and requires the restoration of disturbed land to pre-determined or pre-construction conditions. Operations and maintenance (O&M) activities would include periodic replacement of marker balls, which is expected to occur up to four times over the life of the Project (50 years) using the same construction techniques and activities that would be used during initial installation (i.e., primarily light helicopter access, but also ground-based construction on existing access roads where feasible). These activities would be very short-term and intermittent in nature and would have no impact on agricultural resources. Therefore, the Modified Project would not result in new significant impacts or substantially increase the severity of previously identified significant impacts related to the amount of temporary or permanently converted Farmland or preclusion of agricultural uses.

Engineering Refinements in Segment 8, Phase 3. The construction methodology and approximate length of construction for the proposed LST structures in Segment 8, Phase 3 (Segment 8A/8C), are expected to be substantially similar to that for the TSPs, as analyzed in the Final EIR. Structural differences between LSTs and TSPs may require slight increases in the transmission structure construction footprint in the existing ROW (0.001 acres per TSP vs. 0.003 acres per LST) for the small portion of the line that directly crosses Farmland in Segments 8B and 8A/8C to implement the proposed engineering refinements. This slight potential increase, which would amount to a maximum of approximately 0.014 acres (0.007 acres for 7 TSPs vs. 0.021 acres for 7 LSTs), would not substantially increase the temporary or permanent preclusion of the agricultural use of Farmland, which for the Proposed Action amounts to 54.75 acres of temporary impacts and 5.83 acres of permanent impacts (Impacts AG-1 and AG-2), or cause greater temporary or permanent impacts on agricultural operations (Impacts AG-3 and AG-4). The engineering refinements would also be subject to the APMs (AG-1 through AG-3) and Mitigation Measure AG-1. Therefore, the engineering refinements would not result in a new significant effect or a substantial increase in the severity of previously identified effects identified in the Final EIR for agricultural resources.

1.5.2.2 Cultural Resources

Installation of Marker Balls and Aviation Lights. Implementation of avoidance and protection measures would ensure Modified Project activities would not result in new significant effects or any substantial increase in adverse significant effects than those previously identified to cultural resources. Once final design is completed and the APE has been defined fully, additional surveys and evaluations may be necessary, as discussed in Mitigation Measure C-1b (*Inventory cultural resources in the APE*). Using best available data, known cultural resources would be avoided wherever possible through Project redesign and engineering modifications as described in Mitigation Measure C-1c (*Avoid and protect significant resources*). If cultural resources are identified through additional surveys or construction activities, then Mitigation Measures C-1e

(Develop and implement Historic Properties Treatment Plan), C-1f (Conduct data recovery excavation or other actions to reduce adverse effects), C-1g (Conduct cultural resources monitoring), and C-1h (Workers Environmental Awareness Program) would be implemented by SCE to ensure discovery, evaluation, and treatment of unknown buried prehistoric and historical archaeological sites. Mitigation Measure C-1i (Protect and monitor NRHP-eligible properties) also serves to minimize indirect Project impacts. O&M activities would have no impact on cultural resources as no additional ground disturbance would occur. Installation of marker balls and aviation lights would therefore not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for cultural resources.

Engineering Refinements in Segment 8, Phase 3. With respect to the engineering refinements within Segment 8, Phase 3, a cultural resource records search was completed by SCE and reviewed by Aspen Environmental Group. This records search revealed that no previously recorded cultural resources or eligible/listed National Register of Historic Places (NRHP) properties are located within the area of impact (SCE, 2011b). Additionally, a cultural resources pedestrian inventory field survey yielded no cultural or historic properties in the area impacted by the proposed engineering refinements (SCE, 2011b). In the area of the engineering refinements, the ground surface is highly disturbed due to the ongoing use of a sawdust plant and agricultural activities. Due to the absence of identified cultural resources, the proposed engineering refinements are unlikely to yield cultural resources or historic properties. Consistent with Mitigation Measure C-1h, TRTP crews working on the Project would undergo Worker Environmental Awareness Program (WEAP) training, which details the steps taken should unanticipated cultural resources be encountered during construction activities. Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for cultural resources.

1.5.2.3 Environmental Contamination and Hazards

Installation of Marker Balls and Aviation Lights. Installation of marker balls and aviation lights would not require the use of equipment not already in use for construction of TRTP, and no new ROW would be needed to implement the proposed modifications. As such, there is no additional potential for unanticipated soil and/or groundwater contamination (Impact E-4) to be encountered. In the event that potential contaminated soil or groundwater is encountered during construction activities, Mitigation Measures E-4a (*Appoint individuals with correct training for sampling, data review, and regulatory coordination*) and E-4b (*Document compliance with APM HAZ-3*) will ensure that samples are collected by properly trained personnel, laboratory data is properly interpreted regarding contamination levels for reporting to the appropriate regulatory agency, and compliance documented, which will reduce the impact from encountering unknown contamination. Furthermore, implementation of APMs HAZ-1 through HAZ-5 and Mitigation Measures E-2a (*Perform Phase I ESAs along existing transmission line ROWs*), E-2b (*Perform Phase II investigations for potentially contaminated sites*), E-3a (*Determine if landfill gases are present*), E-3b (*Implement personnel safety and monitoring measures*), E-3c (*Verify location and status of abandoned oil and natural gas wells*), E-4a (*Appoint individuals with correct training for sampling, data review, and regulatory coordination*), and E-4b (*Document compliance with APM HAZ-3*) would reduce potential environmental contamination and hazards impacts related to implementation of the proposed modifications. O&M activities would have no impact on environmental contamination and hazards as no additional ground disturbance would occur and APMs are in place to avoid introducing contamination. Installation of marker balls and lights would therefore not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for environmental contamination and hazards.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements would also not result in new significant effects or substantially increase the severity of previously identified effects, as the new

LSTs would be located in the exact same locations as the TSPs under the Approved Project thereby resulting in similar environmental contamination and hazards levels.

1.5.2.4 Geology, Soils, and Paleontology

Installation of Marker Balls and Aviation Lights. The Modified Project would not result in new significant effects or a substantial increase in the severity of previously identified significant effects to geology, soils and paleontology. Installation of marker balls and lights would generally impact the same areas within and along the ROW. Furthermore, construction activities associated with marker balls and aviation lighting installations would be subject to the APMs and mitigation measures required by the Final EIR and Final EIS, including APMs GEO-1 through GEO-3, HYD-1, HYD-8, and PALEO-1 through PALEO-9, and Mitigation Measures H-1a (*Implement an Erosion Control Plan and demonstrate compliance with water quality permits*) and G-3 (*Conduct geological surveys for landslides and protect against slope instability*), which would reduce potential impacts. APMs GEO-3 and HYD-1 will reduce the amount of erosion that will result from construction by developing and implementing a Project-specific Stormwater Pollution Prevention Plan (SWPPP). Mitigation Measure H-1a will require that pre-construction plans be developed to identify and properly implement any necessary best management practices (BMPs) to control erosion and/or sedimentation, and for the identification and mitigation of any disturbances to drainages and/or riparian areas. While SCE will perform geotechnical studies to identify site-specific geologic conditions as part of APM GEO-2, this measure does not identify items to be completed as part of the geotechnical study to identify areas of unstable slopes. Mitigation Measure G-3 adds specific requirements to the planned geotechnical investigations to be completed prior to final Project design, ensuring that slope instability impacts will be reduced to less than significant. APM PALEO-1 (*Retention of Paleontologist*), APM PALEO-2 (*Conduct Pre-construction survey*), and APM PALEO-3 (*Prepare and implement a Paleontological Resource Management Plan [PRMP]*) will be completed prior to construction to allow a certified paleontologist to plan for and supervise the pre-construction planning and field surveys. SCE's APM PALEO-4 (*Environmental training*), APM PALEO-5 (*Construction monitoring*), APM PALEO-6 (*Recovery and testing*), and APM PALEO-7 (*Prepare monthly progress reports*) will occur during construction. These activities will train construction supervisors and crews to be aware of paleontological resources and provide procedures to follow in the event fossils are encountered during excavation. In addition, the construction-related paleontology APMs require a paleontological monitor, under the supervision of the Project certified paleontologist, to monitor ground-disturbing activities on a part-time or full-time basis in areas with rock units of moderate to high sensitivity. At the conclusion of construction, SCE's APM PALEO-8 (*Analysis and prepare final Paleontologic Resource Recovery Report*) and APM PALEO-9 (*Curation*) will provide for documenting and preserving all of the paleontological resources discovered during construction. These measures will reduce the potential for paleontological resources to be destroyed.

Marker balls, which are typically 36 inches in diameter and weigh 20 to 30 pounds, and aviation lights are very small compared to the overall size of the transmission structures (see Figures 2.3-1 through 2.3-4), and would therefore not affect the structural integrity of the transmission structures or effect impacts related to surface fault rupture at crossings of active faults (Impact G-4); seismically induced groundshaking and/or ground failure (Impact G-5); problematic soils (Impact G-6); or landslides, earth flows, or debris slides, during operation (Impact G-7). Furthermore, these impacts would be reduced through implementation of APMs and Mitigation Measures G-3 (*Conduct geological surveys for landslides and protect against slope instability*), G-4 (*Avoid placement of Project structures within active fault zones*), G-5a (*Reduce effects of groundshaking*), G-5b (*Conduct geotechnical investigations for liquefaction*), and G-6 (*Conduct geotechnical studies to assess soil characteristics and aid in appropriate foundation design*), as detailed in the Final EIR and Final EIS. O&M activities would have no impact on geology, soils, or paleontology as no additional ground disturbance would occur. Therefore, the installation of marker balls and lights would not result in new significant effects or

substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for geology, soils, and paleontology.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements would not result in new significant effects or a substantial increase in the severity of previously identified significant effects for geology and soils as the Final EIR and Final EIS analyzed the effects of construction, operation, and maintenance of both LSTs and TSPs which are similar between these structure types. For paleontological resources, the engineering refinements would occur within sediments that are not sensitive for yielding paleontological resources (SCE, 2011b). Based on these findings, the proposed engineering refinements will have no impact and no effects to significant paleontological resources. Consistent with Mitigation Measure C-1h (*Workers Environmental Awareness Program*), TRTP crews working on the Modified Project will undergo training that details the steps taken should unanticipated paleontological resources be encountered. Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for geology, soils, or paleontological resources.

1.5.2.5 Hydrology and Water Quality

Installation of Marker Balls and Aviation Lights. As previously stated, existing areas previously approved for helicopter support for the Project, such as roads, contractor/material yards, wire set-up sites, structure work areas, crane pads, staging areas, and general disturbance areas, would be used to support installation of equipment required by the FAA to reduce potential impacts. Construction activities associated with marker balls and aviation lighting installations would be subject to the APMs and mitigation measures required by the Final EIR and Final EIS, including APMs HYD-1 through HYD-8, GEO-2, HAZ-2, and HAZ-5, and Mitigation Measures H-1a (*Implement an Erosion Control Plan and demonstrate compliance with water quality permits*) and H-1b (*Dry weather construction*), which would reduce potential impacts. APM HYD-1 requires implementation of a Construction SWPPP, which will include several BMPs to reduce erosion and sedimentation, such as straw wattles, water bars, covered stockpiles, silt fences, silting basins, and mulching or seeding to protect exposed areas as well as monitoring to ensure that the BMPs are implemented. APM HYD-2 requires establishment of an environmental training program to communicate environmental concerns and appropriate work practices, including spill prevention and response measures, and SWPPP measures, to all field personnel. Additionally, Mitigation Measure H-1a will require that an Erosion Control Plan be submitted to the CPUC and the Forest Service prior to commencement of any soil-disturbing activities. This plan will include a logbook that records major precipitation events and evaluate the effectiveness of existing BMPs. Iterative review of the logbook by the CPUC and the Forest Service will provide the opportunity to employ adaptive management practices through review and modification, if necessary, of existing BMPs and their effectiveness. Mitigation Measure H-1b will minimize soil-disturbing activities during wet weather in the ANF and will prohibit soil-disturbing activities on those lands during major storm events, unless otherwise authorized by the Forest Service. On steeply sloped topography subject to intense precipitation, limiting construction to dry weather substantially lowers the potential to cause erosion and water quality degradation. O&M activities would have minimal, if any, impact on hydrology and water quality due to the limited nature and infrequency of occurrence. Therefore, the installation marker balls and aviation lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for hydrology and water quality.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements, which essentially lower structures and substitute LSTs for TSPs within the same ROW and in the same locations, would not impact any additional waterways in the Project area. Therefore, the engineering refinements would not result in

a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for hydrology and water quality.

1.5.2.6 Land Use

Installation of Marker Balls and Aviation Lights. The Modified Project would not result in new significant effects but would increase previously identified adverse effects to land use. Impact L-5 (Construction, operation or maintenance of the Project would conflict with relevant federal, State, or local land use plans, goals, or policies), was identified in the Final EIR and Final EIS as an adverse, but non-significant impact. Installation of marker balls would increase the level of inconsistency with the Forest Plan. The marker balls would increase the visibility of built structures within the ANF, which would increase the level of the Project's inconsistency with mandatory Forest Plan standards for visual resources, known as Scenic Integrity Objectives (SIOs). Forest Plan Standard S9 (Design management activities to meet the Scenic Integrity Objectives) would not be met for approximately 42.30 miles of T/L under the Modified Project, same as the Approved Project. See Section 4.5, Visual Resources, for a detailed description of the impacts to SIOs.

The Approved Project had already failed to meet Standard S9. Although there would be an increase in the level of adverse impact, the Forest Plan was amended by the original ROD, and that amendment will remain unchanged by the proposed modifications, therefore this is an increase of effects already identified, and is not a new significant impact. The amendment adopted in the October 2010 ROD was applicable only to TRTP, and Standard S9 remains in effect for all future projects.

Construction activities associated with marker balls and aviation lighting installations, which would occur within the same ROW and along the same access roads as the Approved Project, would be subject to the mitigation measures required by the Final EIR and Final EIS, including Mitigation Measures L-1a (*Construction liaison – Property owners*), L-1b (*Advance notification of construction – Property owners*), L-1c (*Quarterly construction updates – Property owners*), and L-2a (*Construction plan provisions – Non-residential property*), and are a direct result of implementing Mitigation Measure L-2b (*Aircraft flight path and safety provisions and consultations*). Mitigation measures L-1a, L-1b, L-1c, L-2a and L-2b will reduce these impacts by providing for coordination and communication with affected property owners, minimizing the length of time required for construction-related activities, restoring non-residential properties to their pre-construction conditions, and consulting with the FAA, Airport Land Use Commissions, and the Forest Service to ensure there are no conflicts with local aircraft operations. O&M activities would have no new impact on land uses as no new areas would be impacted, and the type and scale of activities are similar to other O&M activities disclosed in the Final EIR and Final EIS. Therefore, the installation marker balls and aviation lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for land use.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements would essentially lower structures and substitute LSTs for TSPs within the same ROW and in the same locations, and would therefore not impact any additional land uses along the Project alignment. Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for land use.

1.5.2.7 Public Services and Utilities

Installation of Marker Balls and Aviation Lights. Installation of marker balls would not require equipment not already used for construction of TRTP and not already analyzed in the Final EIR and Final EIS. However, the approximately four percent increase in daily helicopter use (251 hours/day compared to 241 hours/day –

See Table 2.3-2), and approximately seven percent increase in on-road vehicle use (~1,400 miles compared to ~20,500 miles) associated with the Modified Project could result in a marginal increase in adverse impacts to emergency response services (Impact PSU-1). Increased helicopter use could also result in increased disruption of Public Works maintenance yards during construction (Impact PSU-5), such as the MD1 Road Maintenance Yard located in Baldwin Park (Segment 7). Minor increases in water use (see estimate in Section 2.3.1.1) during construction at helicopter landing zones, marker ball installation locations, and along access roads would also result in temporary increases in water use (Impact PSU-6). Construction activities associated with marker balls and aviation lighting installations would be subject to the APMs and mitigation measures required by the Final EIR and Final EIS, including APM PUB-1, APM AQ-7, and Mitigation Measures PSU-1a (*Revise SCE's Fire Management Plan*), PSU-1b (*Review of construction methods by county fire departments*), PSU-1c (*Practice safe welding procedures*), PSU-1d (*Fire preventive construction equipment requirements*), F-1 (*Prepare wildland traffic control plans*), and PSU-5 (*Notification of public service interruption*). APM AQ-7 requires implementation of fugitive dust control measures provided by Rule 402 of the KCAPCD and Rule 403 of the AVAQMD and the SCAQMD, which will reduce the potential for accidental ignition in hazardous areas. Mitigation Measure F-1 requires preparation of control plans based on consultations with the ANF and the Puente Hills Landfill Natural Habitat Authority, which will help to minimize fire hazards. According to Mitigation Measure F-1, wildland traffic control plans shall include mechanisms through which narrow roads are kept passable by emergency service providers, and shall provide for adequate construction and maintenance vehicle parking. Provision of alternate routes in lieu of maintaining passable roadways shall be minimized, and shall be subject to agency approval. Wildland traffic control plans will be prepared for both construction and maintenance activities. In addition, the fire risks associated with construction activities will be reduced with implementation of SCE's Fire Management Plan, which is intended to prevent, control, and extinguish fire during the construction period; this plan would be updated as required by APM PUB-1 and Mitigation Measure PSU-1a. Mitigation Measure PSU-5 requires that SCE inform the Los Angeles County Public Works Department when disruptions will occur in order to prepare for restricted access. Impacts to maintenance yards will be temporary and advance notice will be provided to Public Works thereby reducing impacts. Furthermore, the additional water use required for the proposed modifications would not create a demand for water that would burden the existing water supply or require increased allotments from the State Water Project. Therefore, installation of marker balls and aviation lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for public services and utilities.

No additional temporary lane closures would be required to implement the Modified Project, as construction activities would occur in the same locations as the Approved Project (Impact PSU-2). Furthermore, Mitigation Measure T-1a (*Prepare Traffic Control Plans*) requires SCE to inform emergency service agencies of road closures, detours, and delays. This measure also includes provisions to accommodate emergency vehicles, such as immediately stopping work for emergency vehicle passage, short detours, and alternate routes developed in conjunction with local agencies. Modified Project activities would not have an additional effect on disruptions in the flow of water or gas utility services during the construction period (Impact PSU-4), as the modifications would be implemented during the same time period. Furthermore, Mitigation Measure PSU-4 (*Notification of utility service interruption*) requires that SCE notify neighborhoods that are to be affected. The installation of marker balls and aviation lights would not substantially change the quantity of wastewater generated (Impact PSU-7) or solid waste generated (Impact PSU-8), as wastewater and solid waste generation is not expected to be associated with the proposed modifications. As such, impacts would remain as previously analyzed in the Final EIR and Final EIS. Additionally, installation of marker balls and aviation lights would not conflict with or affect SCE's ability to comply with federal, State, and/or local laws, regulations, or standards relating to solid waste (Impact PSU-9). Recycling efforts required by Mitigation Measure PSU-9 will ensure the Project's

compliance with the Integrated Waste Management Act of 1989 and Assembly Bill 939 by incorporating the maximum recycling efforts during Project construction.

O&M activities would have minimal impact on emergency response services or existing maintenance yards due to the limited nature and infrequency of these occurrences.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements would not affect the analysis of public services and utilities because the Final EIR and Final EIS accounted for construction of LSTs; and because construction of LST would result in a similar need for public services and utilities as construction of TSPs. Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for public services and utilities.

1.5.2.8 Socioeconomics

Installation of Marker Balls and Aviation Lights. Marker balls and lights would primarily be installed by helicopter or in limited circumstances, spacer cart, resulting in additional noise impacts and long-term visible changes to the existing environment, and are thus relevant to socioeconomic Issues of Concern: Quality of Life and Private Property Value. While additional helicopter use during construction and O&M would temporarily have an adverse effect on Quality of Life and marker balls and lights may affect Private Property Value (Impact S-1), the incremental increase is temporary and would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS. Furthermore, the addition of marker balls and lights may actually improve Quality of Life concerns, as the addition of these elements would reduce aviation safety concerns related to transmission structures and conductor.

The installation of marker balls and lights within the ANF would not substantially increase potential adverse effects to Public Revenue, as the modifications would involve identical activities and occur at the same time as those for the Approved Project. If installation were to require a longer duration of recreation area closures, Mitigation Measure R-1e (*SCE shall compensate ANF for lost income from Adventure Pass sales due to recreation area closures associated with the Project*) would help to compensate for this temporary revenue loss by requiring that SCE coordinate with the Forest Service to agree upon an acceptable level of compensation relevant to loss of Adventure Pass revenue. Therefore, installation of marker balls and lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for socioeconomics.

Engineering Refinements in Segment 8, Phase 3. With respect to the engineering refinements, the construction methodology and approximate length of construction for the LSTs is expected to be substantially similar to that for the TSPs analyzed for the Approved Project. As discussed in Section 1.6.2.1, Agricultural Resources, the engineering refinements may require slight increases in the existing ROW for the small portion of the T/L that directly crosses Farmland in Segments 8B and 8A/8C, due to the structural difference between LSTs and TSPs. However, this slight, potential increase would not increase the preclusion of the agricultural use of Farmland or cause greater impacts on agricultural operations. The total amount of acreage permanently converted to non-agricultural use would remain substantially less than 10 acres. The engineering refinements would also be subject to the APMs AG-1 through AG-3 and Mitigation Measure AG-1 (*Coordinate construction activities with agricultural landowners*) to reduce potential impacts. Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS regarding Local Business Revenue (Impact S-2).

1.5.2.9 Wilderness and Recreation

Installation of Marker Balls and Aviation Lights. Installation of marker balls on T/L spans would involve primarily helicopter operation (or in limited circumstances, spacer cart), plus construction workers and support vehicles; installation of aviation lights would be installed by the construction crews installing the transmission structures and would occur concurrently with transmission structure construction (except for those structures that have already been constructed) and in the same area as the Approved Project. These additional activities would result in a minor increase in helicopter use (approximately four percent increase in daily helicopter use: 251 hours/day compared to 241 hours/day – See Table 2.3-2) and on-road traffic (approximately seven percent increase in on-road vehicle miles traveled: ~1,400 miles/day compared to ~20,500 miles/day). Construction activities associated with marker balls and lights would be subject to the APMs and mitigation measures required by the Final EIR and Final EIS, including APMs REC-1 through REC-3 and Mitigation Measures R-1a (*Coordinate construction schedule and maintenance activities with managing officer/s for affected recreation areas*), R-1b (*Identify and provide noticing of alternative recreation areas*), R-1c (*Notification of temporary closure of OHV routes*), R-1d (*Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail*), R-1e (*SCE shall compensate ANF for lost income from Adventure Pass sales due to recreation area closures associated with the Project*), R-5 (*Avoid permanent upgrades to Forest System roads*), and L-2b (*Aircraft flight path and safety provisions and consultation*). Mitigation Measure R-1a will help to minimize the potential for construction activities to restrict access to or disrupt activities within established recreational areas (Impact R-1) for both Developed and Dispersed Recreation (including as related to recreational hunting in Zone D-11) by requiring coordination among all relevant agencies. Similarly, Mitigation Measures R-1b through R-1e will help to minimize Impact R-1 through public awareness and outreach. Mitigation Measure R-1c is similar to APM REC-1 (Temporary Closures) and APM REC-2 (Closure Notices), and will reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. Mitigation Measure R-5 will ensure coordination between SCE and the Forest Service in developing and implementing necessary road improvements in a way that is consistent with existing designations and uses. Mitigation Measure L-2b will ensure that all appropriate agencies are consulted with prior to the onset of helicopter operations. O&M activities would have minimal impact on wilderness and recreation areas due to the limited nature and infrequency of occurrence. Therefore, installation of marker balls and aviation lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for wilderness and recreation.

Engineering Refinements in Segment 8, Phase 3. The engineering refinements would not affect the analysis of wilderness and recreation, as the modified structures would occur in the same location as previously identified in the Final EIR and Final EIS resulting in the same impacts as disclosed in the Final EIR and Final EIS. Furthermore, the approximately seven transmission structures to be changed from TSPs to LSTs represent only a small portion of the total number of structures for TRTP. Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS for wilderness and recreation.

1.5.2.10 Wildfire Prevention and Suppression

Installation of Marker Balls and Aviation Lights. The Modified Project would not result in new significant effects or a substantial increase in the severity of previously identified significant effects to wildfire prevention and suppression. Installation of marker balls on T/L spans would involve primarily helicopter operation (or in limited circumstances, spacer cart), plus construction workers and support vehicles. Increases in the amount of helicopter activities within remote areas, such as the ANF, and use of additional helicopters (four percent daily

increase in helicopter use; 251 hours/day compared to 241 hours/day – See Table 2.3-2) would result in a minimal increase in the potential to reduce the effectiveness of firefighting (Impact F-1). As discussed in the Final EIR and Final EIS (Section 3.16.6.1), during a wildfire event in the Project area helicopters would be restricted by FAA rules, eliminating any potential interference with aerial firefighting operations. Additionally, implementation of APM HAZ-4 (*Fire Management Plan*) and Mitigation Measure F-1 (*Prepare wildland traffic control plans*) would reduce this impact. SCE proposes to install marker balls made of plastic, aluminum, or fiberglass. Marker balls of these materials would not contribute to wildfire risk. SCE proposes to use LED instead of incandescent light bulbs for the aviation lights, which also would not contribute to fire risk. Marker balls and aviation lights would not affect the height and configuration of the overhead T/Ls and would therefore not change the effectiveness of aerial firefighting (Impact F-2), increase the risk of wildfire (Impact F-3), or compromise firefighter safety (Impact F-4). These activities would occur in the same area as the Approved Project, such that impacts related to the introduction of non-native plants would not change (Impact F-6). Furthermore, the increase in visibility of structures would benefit fire suppression activities by increasing safety of air operations. O&M activities would include periodic replacement of marker balls (up to four times over the 50-year Project lifespan); these activities would have minimal impact on wildfire prevention and suppression due to the limited nature and infrequency of occurrence. As such, the installation of marker balls and aviation lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for wildfire prevention and suppression. The increase in visibility of structures would benefit fire suppression by increasing safety of air operations.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements would occur in areas with adequate road access, such that emergency vehicle access would not be limited (Impacts F-1 and F-4); reduced structure heights would improve aerial firefighting (Impact F-2); would utilize the same equipment as analyzed in the Final EIR and Final EIS, such that construction would not result in an increase in wildfire risk (Impact F-3); would occur in a low fire risk area where overhead T/Ls already exist, such that these changes would not increase the risk of wildfire or compromise firefighter safety (Impact F-5); and would occur in the same area as the Approved Project, such that impacts related to the introduction of non-native plants would not change (Impact F-6). Therefore, the engineering refinements would not result in a new significant impact or a substantial increase in the severity of a previously identified effect in the Final EIR and Final EIS regarding wildfire prevention and suppression.

1.5.2.11 Electrical Interference and Hazards

Installation of Marker Balls and Aviation Lights. Marker balls and lights would not introduce interference problems. Marker balls would have no effect and aviation lights (minor in comparison to the T/L) would have a negligible effect on the electrical field propagated from the T/L. Therefore, marker balls and lights would not have noticeable effects on electrical fields (Impact EIH-1), would not induce currents or shock hazards (Impact EIH-2), or affect cardiac pacemakers (Impact EIH-3). Marker balls, which are typically 36 inches in diameter and weigh 20 to 30 pounds, and aviation lights are very small compared to the overall size of the transmission structures (see Figures 2.3-1 through 2.3-4), and would therefore not affect structural integrity, such that the effects of wind and earthquakes would not increase (Impact EIH-4). O&M activities would have no impact on electrical interference or hazards, as the replacement of marker balls would not change electrical fields or induce currents or shock hazards. Therefore, the installation of marker balls and aviation lights would not result in new significant effects or substantially increase the severity of previously identified significant effects identified in the Final EIR and Final EIS for electrical interference and hazards.

Engineering Refinements in Segment 8, Phase 3. The proposed engineering refinements would not affect the determinations on electrical interference and hazards identified in the Final EIR and Final EIS, as those

determinations accounted for potential impacts to electrical interference and hazards related to the design, construction, and operation and maintenance for TSPs as well as LSTs.

1.5.3 Other Issue Areas Not Addressed in the SEIR/SEIS

This section addresses the long-term implications of the Project, compliance with applicable federal environmental regulations and policies, as well as other considerations.

1.5.3.1 Long-Term Implications

Relationship Between Short-term Use and Long-term Productivity of the Environment

The Council on Environmental Quality (CEQ) NEPA Regulations [40 CFR Part 1500 et seq.] require that an EIS discuss issues related to environmental sustainability, including consideration of “the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity” [42 U.S.C. § 4332(C)(iv)]. Construction of the Modified Project would result in some additional temporary impacts, which would cease upon completion of the construction phase, as compared to the Approved Project. As discussed in this SEIR/SEIS (see Section 4.3 – Biological Resources), these impacts would be mitigable. However, the construction impacts associated with air quality, noise, and visual resources, which would increase minimally as a result of the Modified Project, as disclosed in this SEIR/SEIS (see Sections 4.2, 4.4, and 4.5). The long-term effects of the Modified Project would essentially be identical to the Approved Project, as the modifications are limited to the addition of marker balls, lights, and tower modifications in Segment 8; however, the Modified Project would increase public safety compared to the Approved Project by making hazardous structures (transmission structures and wire spans) more visible to pilots and is necessary to comply with the recommendations of the FAA. Operations of the TRTP would not change, with the exception of marker ball replacement activities, and the long-term benefits of the TRTP, which include interconnecting and integrating up to approximately 4,500 MW of new wind generation in the TWRA to comply with the California Renewables Portfolio Standard, addressing the reliability needs of the CAISO-controlled grid, and addressing the South of Lugo transmission constraints, would be maintained. As such, the short-term use of the environment and the long-term productivity would not change as a result of the Modified Project, as discussed in Final EIR and Final EIS Section 5.1.1 (Relationship Between Short-term Use and Long-term Productivity of the Environment).

Irreversible and Irretrievable Commitment of Resources

Pursuant to §15126.2(c) of the State CEQA Guidelines, an EIR must address significant irreversible and irretrievable environmental changes that would be caused by a proposed project. As described in Section 5.1.2 of the Final EIR and Final EIS, these changes include uses of nonrenewable resources during construction and operation, long-term or permanent access to previously inaccessible areas, and irreversible damages that may result from project-related accidents. Construction of the Modified Project would result in the same irretrievable commitment of natural resources as described in the Final EIR and Final EIS.

Adverse Environmental Effects that Cannot be Avoided

In Section 3 (Affected Environment and Environmental Consequences) of the Final EIR and Final EIS, the direct, indirect, and cumulative environmental effects of the TRTP are discussed in detail. Impacts that are significant and cannot be avoided or reduced to less-than-significant levels through the application of feasible mitigation measures have been characterized as Class I impacts. The environmental impacts of the Modified Project are described in Section 4 of this SEIR/SEIS. All the significant and unavoidable impacts identified for the TRTP, as discussed in Section 5.1.3 (Adverse Environmental Effects that Cannot be Avoided) of the Final EIR and Final EIS, would be the same as for the Modified Project.

Growth-Inducing Effects

The CEQ NEPA Regulations (40 CFR 1502.16) require an EIS to discuss the indirect effects of a proposed action and their significance, which may include a discussion of the project's growth-inducing impacts (40 CFR 1508.8(b)). State CEQA Guidelines §15126.2(d) requires that an EIR discuss the ways in which a proposed project may foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The discussion of growth-inducing effects also must address how a proposed project may remove obstacles to growth, or encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth-inducing impacts could also occur if a project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

As described in the Final EIR and Final EIS, the primary purposes of the TRTP are to accommodate potential renewable power generation in the Tehachapi area, prevent overloading of existing transmission facilities, and comply with reliability criteria for transmission planning. The Modified Project serves the same purposes and constitutes a minor alteration to the TRTP. Construction and O&M of the Modified Project would not change the growth-inducing effects described for the TRTP in Section 5.1.4 of the Final EIR and Final EIS.

1.5.3.2 Compliance with Applicable Federal Environmental Regulations and Policies

The Project has been developed in accordance with the requirements of the federal environmental statutes and regulations discussed in Section 5.2 of the Final EIR and Final EIS. No new specific actions are needed to ensure compliance with the following statutes and regulations as the Modified Project results in only minor alternations to the Project:

- National Environmental Policy Act (NEPA) of 1969, as amended
- Clean Air Act
- Clean Water Act
- Endangered Species Act
- National Historic Preservation Act
- Farmland Protection Policy Act
- Wild and Scenic Rivers Act
- Migratory Bird Treaty Act and Executive Order 13186
- Executive Order 11990 – Protection of Wetlands
- Executive Order 13045 – Protection of Children from Environmental Risks
- Executive Order 12898 – Environmental Justice

Since the approval of the Project by the CPUC (December 2009) and Forest Service (October 2010) some statutes and regulations have been revised; these revisions are discussed below. In addition, the Modified Project could result in some minor changes regarding compliance, as discussed below.

Bald and Golden Eagle Protection Act (Revised)

The Bald and Golden Eagle Protection Act (16 U.S.C. 668, enacted by 54 Stat. 250) protects bald and golden eagles by prohibiting the taking, possession, and commerce of such birds and establishes civil penalties for violation of this Act. Take of bald and golden eagles is defined as follows: “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, or disturb” (50 CFR 22.3). The definition of disturb (50 CFR 22.3) includes interfering with normal breeding, feeding, or sheltering behavior to the degree that it causes or is

likely to cause decreased productivity or nest abandonment. On November 10, 2009, USFWS implemented new rules (50 CFR 22.26 and 22.27) governing the “take” of golden and bald eagles. The new rules were released under the existing Bald and Golden Eagle Protection Act, which has been the primary regulatory protection for unlisted eagle populations since 1940. All activities that may disturb or incidentally take an eagle or its nest as a result of an otherwise legal activity must be permitted by the USFWS under this act.

Bald and Golden Eagle Protection Act Conformity

The Modified Project would not require a take permit from the USFWS under the Bald and Golden Eagle Protection Act as it is not expected to result in take of eagles.

National Forest Management Act

The National Forest Management Act (16 U.S.C. § 1600) (NFMA) requires the Forest Service to prepare management plans for all National Forest System (NFS) lands. The process for developing, amending, and revising these land management plans is set forth in 36 CFR Part 219 (Planning). These regulations were revised in July 2012. Since the new regulations do not compel any changes to management plans developed before the revised rule went into effect, this change in regulation does not affect the Forest Plan. The new regulations also do not require any changes to previous project-specific plan amendments, such as those included in the Forest Service’s 2010 ROD for the TRTP, and allow them to be applied to the Modified Project. (36 CFR 219.17 (c))

NFMA Conformity

Installation of marker balls would increase the level of inconsistency with the Forest Plan. The marker balls would increase the visibility of built structures within the ANF, which would increase the level of the Project’s inconsistency with mandatory Forest Plan standards for visual resources (SIOs). While the Approved Project failed to meet Forest Plan Standard S9 (Design management activities to meet the Scenic Integrity Objectives), there would be an increase in the level of adverse impact with implementation of the Modified Project. However, the Forest Plan was amended by the original ROD for the Approved Project, and that amendment will remain unchanged by the proposed modifications. Therefore, the Modified Project would be consistent with the Forest Plan and conforms with the NFMA.

1.5.3.3 Other Considerations

Other considerations previously discussed in the Final EIR and Final EIS include magnetic field concerns, terrorism, and energy conservation (see Final EIR and Final EIS Sections 5.3.1, 5.3.2, 5.3.3, respectively). The Modified Project represents minor alterations to the Project. Installation of marker balls, lights, and tower modifications in Segment 8 would result in little to no change in the electric and magnetic fields associated with the TRTP. Similarly, these modifications would not increase the risk of terrorism; the TRTP is not considered to be a high level or likely target for attack. Furthermore, no increases in inefficiencies or unnecessary energy consumption are expected to occur as a direct or indirect consequence of implementing the Modified Project; therefore, the Modified Project would not increase energy consumption.

1.6 Agency Use of the SEIR/SEIS

1.6.1 CPUC Process

After the close of the public review period for the Draft SEIR/SEIS, the CPUC will prepare a Final SEIR/SEIS in conjunction with the Forest Service that contains a response to each public agency, organization, and individual that commented during the public review period. In addition, the Final SEIR/SEIS will contain the Draft

SEIR/SEIS in its entirety showing any text changes resulting from comments received on the Draft SEIR/SEIS. The Draft and Final SEIR/SEISs supplement the Final EIR (October 2009) and Final EIS (September 2010).

Pursuant to Article XII of the Constitution of the State of California, the CPUC oversees the regulation of investor-owned public utilities, including SCE. The CPUC is the lead State agency ensuring compliance of the TRTP with CEQA regulations. The Final SEIR/SEIS will be used by the CPUC, in conjunction with other information developed in the CPUC's formal record, to act on SCE's Petition for Modification of Decision 09-12-044 (SCE, 2011b). Pursuant to CEQA Guidelines § 15090, prior to approving SCE's Petition for Modification, the CPUC shall certify that the Final SEIR/SEIS was completed in compliance with CEQA, that it reviewed and considered the information contained in the Final SEIR/SEIS prior to approving the Project, and that the Final SEIR/SEIS reflects its independent judgment and analysis.

A project's environmental impacts cannot always be mitigated to a less-than-significant level. Impacts that cannot be mitigated are considered significant and unavoidable. If a public agency approves a project with significant unavoidable impacts, it shall state in writing the specific reasons for approving the project, based on the Final EIR (or in this instance Final SEIR/SEIS) and any other information in the public record for the project. This "statement of overriding considerations" explains the specific reasons why the benefits of a proposed project make its significant unavoidable impacts acceptable. The statement is prepared, if required, after the Final EIR (or in this instance Final SEIR/SEIS) has been completed but prior to project approval. The statement of overriding considerations and the CEQA required Findings of Fact (CEQA Guidelines §§15091 and 15163(e)) would be included in the CPUC's Proposed Decision on the Modified Project. It is important to note that these decisions and documents are made pursuant to State law, are independent of federal laws and regulations, and are not binding on the Forest Service.

1.6.2 Forest Service Process

After the close of the public review period for the Draft SEIR/SEIS, the Forest Service will prepare a Final SEIR/SEIS in conjunction with the CPUC; at which point it is responsible for issuing a decision to approve or deny the modifications to the current Special Use authorization and any additional amendments to the Forest Plan that are required in order to implement the proposed modifications to the TRTP on NFS lands in the ANF.

Following completion of the Final SEIR/SEIS, the Forest Service will issue a Record of Decision (ROD) to document its decision to either approve or deny the modifications to the Special Use authorization for the TRTP. The ROD is subject to administrative review and may be appealed under 36 CFR 215.

1.6.3 Other Required Permits and Approvals

Table 1-1 in Section 1.3 of the TRTP Final EIR and Final EIS include a list of the federal, State, and local permits and authorization required for the TRTP. No new permits would be required for the Modified Project.

1.7 Reader's Guide to the SEIR/SEIS

1.7.1 Supplemental Draft EIR/EIS Contents and Organization

This SEIR/SEIS is organized as follows:

Executive Summary. A summary of the Project and Modified Project; a discussion of alternatives; and a summary of the change in significant impacts resulting from the proposed changes.

Section 1.0 (Introduction). A discussion of the background and purpose of the SEIR/SEIS; an overview of the environmental review process completed on the TRTP; a summary of the Approved Project, Modified Project, the FAA consultation process; a description of the scope of the SEIR/SEIS and issue areas not addressed in the SEIR/SEIS; and the public agency use of this SEIR/SEIS.

Section 2.0 (Description of Project Modifications and Comparison to Approved Project). A detailed description of the No Project Modifications/No Action/Approved Project as analyzed in the 2009 Final EIR and 2010 Final EIS; a detailed description of the changes to the Project proposed by SCE in their Petition for Modification of Decision 09-12-044 (Modified Project); and a discussion of alternatives, including the CEQA Environmentally Superior Alternative and the NEPA Lead Agency Preferred Alternative.

Section 3.0 (Cumulative Projects). A revised discussion of the cumulative scenario focusing on those projects located in the vicinity of the Modified Project activities; cumulative impact discussions are presented in Sections 4.2 through 4.6.

Section 4.0 (Affected Environment and Environmental Consequences). A comprehensive analysis and assessment of impacts and mitigation measures for the Modified Project, addressing only the environmental issue areas with new significant effects or substantially more severe effects than previously identified, including: Air Quality, Biological Resources, Noise, and Visual Resources. Traffic and Transportation as it relates to aviation impacts is also addressed, as the intent of the proposed modifications are to improve aviation safety by making hazardous structures (transmission structures and conductor) more visible to pilots per the recommendations of the FAA.

Section 5.0 (Consultation and Coordination). A summary of public participation and notification provided as part of the SEIR/SEIS process; a list of organizations and persons consulted; and a list of preparers is provided.

Section 6.0 (References). A list of references to sourced documents is provided.

Section 7.0 (Index). An index of important or useful subjects is provided for ease in locating information in the SEIR/SEIS.

Appendices:

Appendix A – Notices and NOP/NOI Comment Letters

Appendix B – Air Quality Calculations

Appendix C – Applicant Proposed Measures and Mitigation Measures

1.7.2 Documents Incorporated by Reference

The documents listed below have been used in preparing this SEIR/SEIS. Copies of these documents are available on the Project website (ftp://ftp.cpuc.ca.gov/gopher-data/envIRON/tehachapi_renewables/TRTP.htm). Copies can also be viewed, upon request, at the CPUC's office (505 Van Ness Avenue, San Francisco, CA) and/or the ANF Forest Supervisor's office (701 N. Santa Anita Avenue, Arcadia, CA).

- CPUC's Tehachapi Renewable Transmission Project Final Environmental Impact Report (October 2009), as certified by the CPUC in its Decision 09-12-044:
ftp://ftp.cpuc.ca.gov/gopher-data/envIRON/tehachapi_renewables/finalEIR.htm
- Forest Service's Tehachapi Renewable Transmission Project Final Environmental Impact Statement (September 2010):
ftp://ftp.cpuc.ca.gov/gopher-data/envIRON/tehachapi_renewables/FinalEIS/FEIS_WEB-Index.htm.